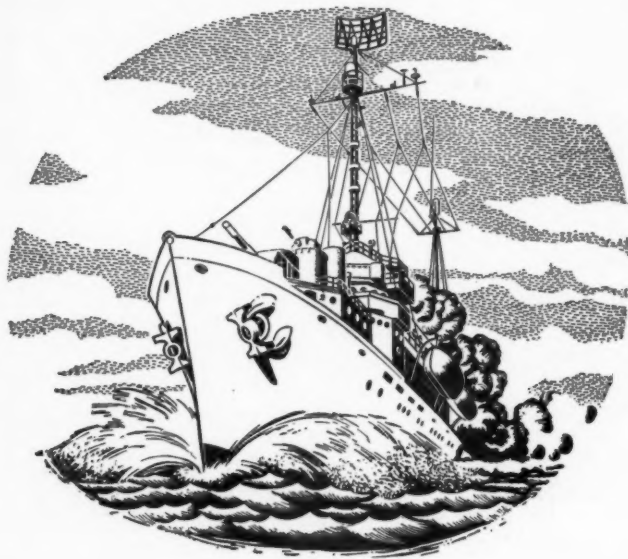


# U.S. COAST GUARD



# BULLETIN



**MAY 1950**

**VOLUME 5**

**CG 134**

**NUMBER 11**

**The Printing of This Publication Has Been  
Approved by the Director of the Bureau  
of the Budget, 23 September 1949**

U  
B

☆

M  
Af

T  
con  
ice,  
Wa  
ship

I  
Inte  
lan  
com  
Cur  
and  
der

T  
tact  
ser  
the

T  
nat  
Pat  
dut

T  
tem  
ton  
sou  
sior  
gro  
dan  
cut

V  
cos  
\$60  
bet  
hel  
Ow  
Mo

T  
alm  
the  
fou

# U.S. COAST GUARD BULLETIN...



Washington, D. C.—May 1950

## ☆ ☆ ☆ ☆ ☆ ☆ ☆ **Mocoma Service Over After Reef Grounding**

The once-proud Coast Guard cutter *Mocoma*, veteran of more than 18 years' service, operated by the British during World War II and a professional in giving aid to ships in distress, has fallen on hard times.

Instead of proceeding upon the annual International Ice Patrol in the North Atlantic as originally scheduled, the *Mocoma* was towed to the Coast Guard Yard, Curtis Bay, Md., for decommissioning and eventual disposal to the highest bidder.

The *Mocoma* crew was transferred intact to the *Androscoggin*, taken from reserve at the Yard as a replacement for the *Mocoma* at Miami.

The *Tampa*, at Mobile, Ala., was designated to serve temporarily on the Ice Patrol until the *Androscoggin* is ready for duty this month.

The *Mocoma* came to grief while attempting to float the *Fort Mims*, a 10,000-ton tanker grounded near Fowey Rock, south of Miami. She completed her mission but soon thereafter found herself grounded on a nearby reef and severely damaged. She was towed to port by the cutter *Ariadne*.

When it had been determined that the cost of repair might run as high as \$60,000, the Coast Guard decided it was better economy to use the *Androscoggin*, held in reserve with the *Sebago* and *Owasco* at the Yard, and make the *Mocoma* a "free agent."

The bad luck that pursued the *Mocoma* almost caught up with the *Tampa* while the latter was en route to Argentia, Newfoundland, for patrol duty. She sprang

a leak and had to put in at New York for repairs, but was on her way after several days' delay.

The *Mocoma*, originally the *Cayuga*, was commissioned in March 1932, having been built at Staten Island, N. Y., at a cost of \$896,503. In May 1941, she was turned over to the British on lend-lease and renamed H. M. S. *Totland*. During early years in the Coast Guard her duties varied from ice breaking in Buzzard's Bay to a cadet practice cruise in 1936, when her personnel witnessed the excitement of the first days of the Spanish Revolt.

She was with ocean escorts to Halifax in July 1941, and from August of that year was escorting convoys to Freetown, West Africa, and in north-west approaches. She attacked a German submarine in November and destroyed it. She escorted Operation Torch convoys in 1942-3, later was based at Freetown and finally was on escort duty from Kilindini to Durban until April 1945. She was returned to the United States in May 1946. Here she was renamed the *Mocoma* and assigned to general duty at Miami.

## **Citrus Busy as a Bee**

The USCGC *Citrus* had a busy week.

She left Ketchikan, Alaska, to search for a lost trapper in the Coronation Island area. For 3 days she bucked heavy weather, then was assigned to pick up a patient at Warm Springs Bay for Petersburg.

Upon arrival the *Citrus* raised a sunken trolling boat which was sunk at the Petersburg dock. She completed the week's activities by towing the mailboat *Discoverer* from Craig to Ketchikan.

## CG Reserve Now Open To Ex-Enlisted Women

Former enlisted women of the Coast Guard Reserve now may apply for reenlistment in the Reserve.

This follows a move earlier in the year which reactivated the SPARS for all eligible veteran officers. Thus today Reserve membership is available to all eligible veterans.

Reserve enlistments are being accepted by all Coast Guard district offices. These will be for a 3-year period with a written agreement to serve on active duty in time of war or national emergency.

## Fused Rocket Increases Line-Throwing Gun Range

A program aimed at producing a shoulder line-throwing gun with an effective range of 250 yards has met partial success, although the primary objective remains to be achieved.

By substituting a stainless steel tube for the rod of the standard projectile, and by replacing the brass head of the projectile with a small fused rocket, ranges of 200 yards have been obtained with the Coast Guard gun without excessive recoil. Without the rocket, the range of the new projectile was the same as the standard Coast Guard projectile, about 100 yards.

Rockets were used as a part of a Norwegian shoulder line-throwing outfit and the projectile attained a range of 215 yards, but the recoil was severe. Use of the rocket adds \$3.60 to the cost of each round fired.

The policy of writing of letters of caution, admonition, and reprimand as administrative discipline, reserved for the Commandant's action, has been reaffirmed. Private reprimands by the immediate commanding officer shall be verbal and noted only in the fitness report of the individual officer. Such letters do not act as a bar to court martial for the same offense.

## Service Retirements Bring About Reshuffling In Top Field Positions

The Coast Guard has announced a series of personnel reassignments affecting high-ranking officers of the Service will be completed by September 1.

The reshuffling will fill vacancies created by the recent retirement of one rear admiral and the forthcoming retirement of two other rear admirals.

The retirements and reassignments were announced as follows:

Rear Adm. Edward H. Smith, commander of the Third Coast Guard District and of the Coast Guard's Eastern Area will retire July 1 after more than 40 years' service. (See story on page 275.)

The vacancies created by the retirement of Admiral Smith will be filled by Rear Adm. Louis B. Olson, present commander of the First Coast Guard District. Admiral Olson is a native of Aspen, Colo., and was commissioned in 1918.

Admiral Olson will be succeeded temporarily at Boston by Captain Harold G. Bradbury, present Chief of Staff of the First District.

Rear Adm. Wilfred N. Derby, superintendent of the Coast Guard Academy since 1947, will retire September 1. He was born in Newark, N. J., and commissioned in January 1911.

Admiral Derby will be succeeded by Rear Adm. Arthur G. Hall, currently the Chief, Office of Operations, Coast Guard Headquarters. Until November 1949, he commanded the Seventh Coast Guard District. He was born in Washington, D. C., and commissioned in 1920.

Rear Adm. Raymond J. Mauerman, at present Chief of Staff of the Thirteenth Coast Guard District and recently promoted from the rank of captain, will succeed Admiral Hall as Chief, Office of Operations. He was born in Buffalo, N. Y., and commissioned in 1922.

Rear Adm. Eugene A. Coffin, who retired April 1 as commander of the Fourteenth Coast Guard District, has

been  
beck  
Fift  
Coff  
Unit  
Chin  
Capt  
York  
in 18  
Ca  
by C  
chie  
Hea  
in P  
miss  
been  
Ca  
the  
1948  
Gua  
was  
June  
fills  
of A  
Cap  
Chie  
in th  
in C  
T  
be  
pres  
Coa  
Tro  
  
W  
fligh  
whi  
his  
sign  
volu  
tres  
med  
the  
the  
  
A  
ent  
con  
ran  
sho  
and  
Can

been succeeded by Capt. John E. Whitbeck, transferred from command of the Fifth Coast Guard District. Admiral Coffin, who recently returned to the United States, was born in Foochow, China, and was commissioned in 1910. Captain Whitbeck was born in New York City and received his commission in 1913.

Captain Whitbeck is being succeeded by Capt. Lee H. Baker, former assistant chief, Office of Operations, Coast Guard Headquarters. Captain Baker was born in Port Townsend, Wash., and was commissioned in 1922. His successor has not been announced.

Capt. John Trebes, who has served as the Coast Guard's Eastern Inspector since 1948, will return to the Eleventh Coast Guard District as its commander. He was Chief of Staff of this District from June 1945, to June 1948. Captain Trebes fills the vacancy created by the transfer of Admiral Olson to the First District. Capt. Thomas Y. Awalt, present District Chief of Staff, has been acting commander in the interim. Captain Trebes was born in Chicago, Ill., and commissioned in 1917.

The Eastern Inspector assignment will be filled by Capt. George W. McKean, present Chief of Staff of the Seventh Coast Guard District. He was born in Troy, N. Y., and commissioned in 1917.

When a commercial air-lines pilot on flight noticed a fishing boat flying a white flag off Eureka, Calif., he asked his passenger if anyone could identify the signal. A Coast Guardsman on the plane volunteered that the flag signified distress. The Coast Guard was notified immediately by radio and responded with the sea-going tug *Yocoma*, which towed the boat to harbor without incident.

A list of standard Loran stations presently operating throughout the world is contained in Aids to Navigation Memorandum No. 4-50. An attached chart shows approximate groundwave coverage and general location of Coast Guard and Canadian stations.

## Admiral "Iceberg" Smith To Head Woods Hole Oceanography Activity

Rear Adm. Edward H. Smith, whose long research in Arctic oceanography and meteorology earned him the nickname, "Iceberg," will retire 1 July after more than 40 years' Coast Guard service to accept appointment as director of the Woods Hole (Massachusetts) Oceanographic Institution, the world's largest research laboratory engaged in the scientific study of the sea. He has been a trustee of the Institution for a number of years.

In command of the Coast Guard's Third District since August 1945, and of the Eastern Area since 1946, Admiral Smith will succeed Dr. Columbus O. Iselin.

The Institution was established in 1930 by the Rockefeller Foundation as a private, nonprofit activity which during World War II conducted important under-sea investigations for the Navy. It employs 200 persons and operates eight vessels, including the ketch *Atlantis*, equipped with special scientific instruments.

Admiral Smith is a native of Vineyard Haven, Mass., the son of a whaling skipper. He studied at Massachusetts Institute of Technology, entered the Coast Guard (then Revenue Cutter) Academy as a cadet in 1910, and was commissioned an ensign 3 years later.

A strong urge to do something constructive about the recurring navigational dangers of icebergs in shipping lanes came early to the young officer. His efforts to increase safety of life at sea soon were recognized abroad by Norwegian shipping interests, and he was awarded a fellowship in the American Scandinavian Foundation. After more than a year's study in Norway and England, he returned to become leader of the Coast Guard Marion Expedition to the Labrador Sea and Baffin Bay. These explorations caused him to be included in the Graf Zeppelin polar flight of 1931. Contributions to maritime safety brought

him master of arts and doctor of philosophy degrees from Harvard University.

He commanded destroyers on the Atlantic, and cutters on the Pacific and in Alaskan waters. In 1938 he was cited by the Navy Department for the rescue of the U. S. S. *Swallow* crew from Kanaga Island, Alaska.

With the start of World War II Admiral Smith's authoritative knowledge of northern waters was utilized by the Navy by his appointment to a Greenland command. The speed and efficiency by which he converted a fleet of Boston trawlers into armed patrol craft for Arctic waters is considered one of the dramatic stories of the war. Enemy forces repeatedly were prevented from establishing themselves in Greenland, and for his services he received the Cross of Dannebrog from the King of Denmark.

In 1943 he became Commander, Task Force 24, U. S. Atlantic Fleet. A net of ocean weather stations which he helped to organize to assist transoceanic military aircraft operates today. For these achievements he was awarded the Distinguished Service Medal by the Navy.

Since the war he has been active in promoting the Coast Guard's safety program in connection with shipping and aircraft over water areas.

He is a member of the American Geophysical Union and of the Propeller Club of New York.

## Liner Crashes Ambrose

*Ambrose* lightship at the entrance to New York Harbor was rammed and holed in a heavy fog 28 March by the 8,610-ton liner S. S. *Santa Monica*. Fifteen crewmen escaped without injury. Five cutters responded.

The *Ambrose* was towed off by the *Mariposa* while the *Firebush* came on station temporarily. Repairs were completed and the *Ambrose* returned to station 16 April.

The *Mackinaw*, *Eastwind*, and *Northwind* have been redesignated as WAGB types.

## Experimental Unmanned Lightship Under Test

Spurred on by the necessity for increased economy in lightship operation, the Coast Guard has announced that it is completing machinery tests on a 91-foot, 215-ton, crewless lightship at the Coast Guard Yard, Curtis Bay, Md.

After dockside trials are completed at the Yard, the lightship *EXP-99* will be towed to anchor near Scotland Light Vessel, one of three marking the approaches to New York Harbor.

By remote control from shore, one man at the Sandy Hook, N. J., Coast Guard Station will operate the *EXP-99*'s light, radiobeacon and fog signal. Through this control, the Coast Guardsman ashore will be able to shift power supply between any of three generators, turn the fog signal off and on, and switch to one of the radiobeacons if the other should fail. Twin lenses with a 500-watt bulb in each furnish a total of 10,000 candlepower. If both lights should burn out, considered a remote possibility, a battery-powered emergency light would cut in automatically, and a signal would be transmitted ashore to apprise the operator of the difficulty.

An automatic pump will keep water in the bilges at a safe low level. Ship equipment completely fills the space normally used by propelling machinery.

Of the 37 manned lightships presently guarding important United States shipping lanes, each has a crew of 1 warrant officer and approximately 16 enlisted Coast Guardsmen. Original cost of a manned lightship is about \$750,000, as compared with the \$375,000 expended for an unattended or crewless lightship, including shore remote control equipment.

In addition, an annual savings of about \$38,000 would be recovered by the reduction in personnel as well as \$21,000 usually spent for supplies and food.

The idea of an unattended lightship is not new. Such a craft was operated successfully from 1935 to 1939 in Lake St. Clair between Lake Huron and Lake Erie, but was replaced by a fixed struc-



#### FIRST UNMANNED OCEAN LIGHTSHIP UNDERGOING TESTS

The EXP-99, under development since 1945, is now in final tests at Curtis Bay, Md., preparatory to trials in New York Harbor. Operated by remote control from shore, successful completion of her trials would mean an annual saving of \$38,000 for personnel and \$21,000 for food and supplies. Her original cost is \$375,000; the conventional lightship costs \$750,000.

ture. The new lightship, however, will be the first unmanned United States lightship in ocean use.

If this first unattended lightship at sea gives satisfactory service, it may lead to the gradual replacement of all manned lightships.

#### U. S. Operators Planning Revival of Whaling Trade

American-flag operators will return to the whaling industry this year for the first time in more than a decade. A newly organized company is planning to send an expedition this fall to the Antarctic, the only region where whales are numerous enough to make an expedition profitable.

Accompanying the mother ship will be 12 "killer" boats converted from flower-class Navy corvettes. Each is 190 feet long, of 830 tons and has engines developing 2,700 horsepower. Coast Guard observers reportedly will sail with the expedition to insure international rules regarding size and type of whales are followed; whales smaller than 35 feet are protected.

The mother ship of the whaling fleet, formerly the T-2 tanker *Herman F. Whiton*, is undergoing conversion in Kiel, Germany. She will carry a crew up to 325 and is scheduled to have a capacity to process 4,000 whales rendering 25,000 tons of oil.





HUN, TOOP, TREEP, FOAH—THAT'S HOW THEY WON THE PRIZE

Their Irish undoubtedly up for the occasion, the smart-appearing detachment of Coast Guardsmen literally walked away with the prize in San Francisco's mammoth St. Patrick's Day Parade on 19 March. They won the trophy as the best marching unit of all armed forces participating. This photo was taken as they passed the reviewing stand at City Hall.

### Pilot Dives Overboard To Save Survivor's Life

What began as a routine search for an overdue 14-foot fishing skiff developed into a full-fledged rescue mission for Chief Aviation Pilot Ralph O. Douglas, Miami, when he found the skiff capsized early on a Sunday morning off Florida's Key Largo.

Piloting a Grumman twin-engined amphibian, Douglas spotted the boat and one exhausted survivor, a 40-year old woman. He set the plane down in choppy waters and attempted to throw her a line. When he saw she could not grab the line and that the plane was drifting, Douglas dived into the water,

tied the line around her and with the aid of PR2 Calvin Long, a crew member, brought her to safety.

Less than 30 minutes later, Douglas spotted a second survivor who had managed to swim 2 miles to shore in a futile attempt to summon assistance but who was exhausted and almost unconscious at the edge of the beach. He directed a small motorboat to the scene. A third member of the ill-fated fishing trip had drowned during the preceding night.

The first iceberg of the 1950 season to threaten North Atlantic shipping lanes was spotted 250 miles east of Cape Race by a Coast Guard patrol plane. It was described as "medium size."



## Under Secretary Foley To Address Graduates

Under Secretary of the Treasury Edward H. Foley, Jr., will address the 1950 graduating class of the United States Coast Guard Academy in commencement exercises 2 June at New London, Conn.

The commencement week schedule of activities is announced as follows:

### SATURDAY, 27 MAY:

9 p. m.<sup>1</sup> Ring Dance.

### SUNDAY, 28 MAY:

11 a. m. Baccalaureate Service.

### MONDAY, 29 MAY:

10:30 a. m. Interclass Pulling Boat Race.

1 p. m. Softball Game.

7 p. m. Band Concert.

8 p. m. Evening Parade.

### TUESDAY, 30 MAY:

9 a. m. Preliminary Platoon Drill.

11 a. m. Groton Station Picnic for Cadets and Guests.

### WEDNESDAY, 31 MAY:

4 p. m. Superintendent's Reception for the Graduating Class and their Guests.

8 p. m. Evening Parade.

9 p. m. Informal Dance for the Graduating Class and their Guests.

### THURSDAY, 1 JUNE:

9 a. m. Competitive Infantry Drill.

10 a. m. Alumni Association Business Meeting.

1 p. m. Alumni Association Luncheon for the Graduating Class.

9 p. m. Formal Graduation Dance.

### FRIDAY, 2 JUNE:

9 a. m. Cadet Quarters and Classrooms open to Cadet Guests.

11 a. m. Luncheon for Cadets and their Guests.

11:45 a. m. Superintendent's Luncheon for Official Guests.

1:30 p. m. Battalion Review.

2:30 p. m. Commencement Exercises.

7 p. m. Alumni Association Dinner Dance.

<sup>1</sup> All times shown are eastern daylight saving time.

## Holland, Belgium, Spain, Morocco on Academy's 1950 Cruise Schedule

The 1950 annual European training cruise of the Coast Guard Academy will send approximately 300 cadets of the first and third classes and officers to Amsterdam, Holland; Antwerp, Belgium; LaCoruna, Spain; Lisbon, Portugal; Casablanca, Morocco, and Funchal in the Madeira Islands, it has been announced.

The "long cruise" will be made aboard the auxiliary sailing vessel *Eagle* and the cutter *Campbell*, which will leave New London, Conn., on 4 June. The round-trip will conclude 12 August.

It is estimated the two ships will travel slightly more than 8,900 miles during the 2-month period. Cadets will spend approximately 48 days at sea and 21 days in port.

Longest run of the trip is 3,460 miles from New London to Amsterdam, the first port of call, expected to require 19 days. Four days will be spent in Amsterdam and 5 days in Antwerp; remaining ports will entertain the cadets 3 days each. The ships will leave Funchal 25 July on the 3,250-mile leg to New London, an 18-day journey. Cruise cadets will be on leave until 5 September, the fall term starting the following day.

In the interim, members of the second class will begin the summer term 26 June, and depart a month later for aviation training at Elizabeth City, N. J. The annual "short cruise" is scheduled to begin 14 August, which will include the usual visit to Cape May, N. J., for small arms practice. The preliminary term for the entering fourth class will open 10 July.

BMC Frederick M. Rummel, assigned to Coast Guard recruiting duty, had no difficulty recently in persuading himself that he should reenlist for 6 more years. What's more, he promised that his 2 sons, 17 and 15 years old, will enter the Coast Guard upon graduation from high school.

## Commandant Endorses Coast Guard League

Vice Adm. Merlin O'Neill, Commandant of the Coast Guard, by open letter to all Service personnel has given the Coast Guard League his "sincere endorsement and best wishes for success" and has called upon all districts, stations, and units to "extend general support and cooperation to the district and chapter officers of the League in the attainment of mutual objectives."

The letter pointed out that some Coast Guard units and personnel are not familiar with the scope and purposes of the League and followed with a brief résumé of the League's history.

The League was organized at Headquarters in 1944, the Commandant explained, to "create and establish a civilian liaison between former and present personnel on a local and national basis." Eligibility for membership is based upon honorable separation, retirement, or present service in the Coast Guard.

The League is dedicated to a continuation of service to the United States, promotion of Coast Guard interests to the end it may best serve the welfare and security of the Nation, preservation of service traditions, banding in fellowship to promote ideals of American freedom and democracy, perpetuation and honoring the memory of deceased shipmates and assistance to their dependents, and fostering memories and incidents of association in the Coast Guard through social and service activities.

League administration was turned over to its elected civilian officers on 1 July 1946. The League holds an annual national convention attended by delegates from 110 chapters and 12 districts throughout the United States and Puerto Rico. The 1950 convention will be held in November at San Juan, P. R. National headquarters are maintained in Washington, D. C., with a full-time paid staff.

Originally its by-laws limited personnel

on active duty to an "inactive" type of membership, the letter concluded, but in 1948 this limitation was removed with the result that all regular personnel, both active and retired, are now eligible for membership.

## Coast Guard Renews Savings Bond Campaign

Coast Guard personnel, military and civilian alike, have been urged by the Treasury Department to take part in the 1950 Savings Bond Independence Drive which opened 15 May.

Endorsed by many bankers and investment counselors as the "best buy for the average individual in the whole bond market," the "E" savings bond yields 2.9 percent to maturity.

The Treasury February pay-roll savings plan report showed 1,036 Coast Guard civilian employees out of a total of 4,208 are participating in the plan, or approximately one out of every four. The total amount allotted from the pay roll was \$21,191, or 2.16 percent.

The Treasury report showed that Coast Guard civilian employees have the poorest participation record in the Department, especially in the field where the percentage of participation is only 21.98. The next lowest percentage is 35.70. The highest is 94.30.

The percentage of money allotted by Coast Guard civilians likewise is at the bottom of the list. The figure of 2.16 is well below the next lowest figure of 3.51. The best record shows one Treasury division allots better than 10 cents of every pay-roll dollar.

Savings bonds, of course, are available by direct purchase or by such plans as allotments from bank accounts. The easiest plan for large organizations as Coast Guard is by deduction from pay at regular intervals. Military personnel may authorize allotments from pay as low as \$6.25 per month, which brings the purchase of one \$25 bond quarterly. Civilian employees under the pay-roll savings plan may request deductions as low as \$3.75 per pay period.



#### COAST GUARDSMAN IS CITED FOR WAR SERVICE ON LST 66

YN3 Vincent S. Juliano (left) is presented the Navy Unit Commendation Ribbon by Rear. Adm. L. W. Perkins, commander of the Second Coast Guard District for his performance of duty as a crew member of the Coast Guard-manned *LST 66* during World War II. This craft participated in seven major landing operations in the Pacific. Juliano, of Tarentum, Pa., is assigned to the *Fern* at Cincinnati, O.

#### Recruiters Are Stunned By Lad's Perfect Score

They said it couldn't be done—but a youthful resident of Miami turned the trick to become a Coast Guardsman.

Coast Guard recruiting personnel in Miami confessed recently that they were amazed and left practically speechless when 18-year-old Donald E. Baker took the routine armed forces qualification test and emerged nonchalantly with a perfect score on the 90 questions. The test poses problems in mathematics, vocabulary, and mechanical aptitude.

One of the recruiters, YN1 William Quade, said that in 6 years of recruiting

duty this was the first perfect score he had seen. The Training and Procurement Division at Coast Guard Headquarters searched its files and could find no evidence that the feat had ever been duplicated.

Baker, sent with a pat on the back to the Coast Guard Receiving Center, Cape May, N. J., for 3 months' recruit training, was graduated from a Miami high school and for 2 years attended the Florida Naval Academy.

An overloaded Panamanian Liberty ship, bound for the Orient with a cargo of Argentinian wheat, was the subject of a \$1,100 fine for overloading while at Honolulu.



#### COAST GUARD HERO RECEIVES TREASURY GOLD MEDAL, TOO

Already the proud recipient of the Gold Medal of Honor from American Legion Post No. 27, Baltimore, Seaman Leonard Wisniewski (right) is decorated 24 April by Secretary of the Treasury Snyder (left) before Vice Adm. Merlin O'Neill. He received the Medal for the rescue of a San Francisco fisherman.

#### Baltimore League Unit Ends Refresher Course

Chapter No. 502 of the Coast Guard League, Baltimore, recently completed a 12-week refresher course in technical Service subjects under the direction of Commander Joseph C. Oswald.

Subjects included seamanship, rules-of-the-road, aids to navigation, navigation instruments, Bureau of Marine Inspection, fire prevention and protection, duties of harbor police, radar, ship-to-shore communications, shipboard duties, diesel and gas engines, and public information procedures.

Two of the lectures were given by representatives of the Sperry Gyroscope Co. and Curtis Engine and Equipment Co.

#### Coast Guardsman Breaks Record on GED Exams

SK1 Edward W. Kinsey, assigned to the *Coos Bay* at South Portland, Maine, has the distinction, so far at least, of making the highest scores of any Coast Guardsman on the general education development tests conducted by the United States Armed Forces Institute.

Kinsey, competing for a high school diploma from an institution of his choice, made almost perfect scores on five examinations completed in one day. Courses included correctness and effectiveness of expression, interpretation of reading material in social studies and natural sciences, interpretation of reading material, and general mathematics.

## American Legion Post's Medal of Valor Given To Leonard Wisniewski

For performing the outstanding Coast Guard rescue of 1949, Seaman Leonard Wisniewski, 19, of the U. S. C. G. C. *Taney*, was presented the Gold Medal of Valor of American Legion Post No. 27, Department of Maryland, in annual ceremonies held 22 April at Baltimore.

The award was made by Vice Adm. Merlin O'Neill, the Commandant of the Coast Guard, before approximately 300 Post members and guests, including United States Senator Millard E. Tydings of Maryland and Baltimore's Mayor Thomas D'Alesandro, who crowded the main banquet hall of the Southern Hotel. Brief addresses by Admiral O'Neill and Senator Tydings were broadcast.

On 24 April, at Washington, Wisniewski also received the Treasury Department's Gold Life-Saving Medal from Secretary of the Treasury John W. Snyder for the same act of heroism, the five hundred and first winner since this medal was authorized in 1874. He is a native of Lynwood, Pa., and enlisted in 1947.

Wisniewski was the sixteenth Coast Guardsman to be tendered the Medal of Valor since it was established in 1936 as a feature of the Post's Americanism program. Early each year, upon invitation of the Post, the Coast Guard's Board of Awards reviews all individual feats of heroism reported for the preceding year and nominates the most outstanding for the honor. Post 27 is the only American Legion organization in the country which so recognizes the Coast Guard.

Last year precedent was broken when two Coast Guardsmen, Edward E. Phelps and Albert E. Morris, shared the award for the rescue of the master and 10 crew members of the tug *Neptune* in the North Pacific.

Wisniewski was the leading actor in the spectacular rescue of a San Francisco man, Frederick D. Loretz, on 11 September 1949, near Point Montara Light Station, Calif.

Off duty at the time, the Coast Guardsman and his wife were walking near the station when word reached him that Loretz, an abalone fisherman, had been carried 250 yards out to sea beyond the first line of breakers and could not get back to shore. In full view of hundreds of Sunday afternoon motorists on the nearby coastal highway, Wisniewski disregarded words of caution from nearby spectators, dived into the surf and began the dangerous swim to Loretz.

A Coast Guard plane arrived and dropped three life rafts to Loretz, who managed to grasp one of them but apparently did not know how to operate it.

In the meantime, Ted Leopold, pilot of a helicopter being used in crop dusting near the Moss Beach area, was directed to the scene. He saw both men were being swept toward the breakers in a very rough sea.

Leopold promptly dropped a thin manila rope as he hovered over the pair, hoping Loretz would be able to grab it and be towed ashore. Seeing this was inadvisable, owing to the pounding surf, Leopold prepared to lift the exhausted Loretz from the water, if possible, and physically carry him to safety.

By this time Wisniewski had reached Loretz, and he instead held to Loretz with one hand and clung to the line with the other. The vision of the helicopter pilot was obscured by crop dusting apparatus attached to the plane, consequently he was not aware while he was struggling to gain more altitude that he was transporting two passengers. Not until he had carried the couple to the top of a nearby cliff did Leopold realize why he, too, almost had come to grief. Wisniewski, observers said, not only risked his life to reach Loretz, but took an even greater chance in supporting himself and a water-soaked man on a line when a fall would have meant serious injury or death for both.

For his part in the rescue, Leopold, of Watsonville, Calif., received the Treasury's Silver Life-Saving Medal through the Twelfth Coast Guard District Office.



**COAST GUARD RESCUE OF THE YEAR: AN ACTUAL PHOTOGRAPH**

This hurried shot, taken by one of the many spectators who lined the California beach, furnishes evidence how Seaman Leonard Wisniewski saved a drowning fisherman and then hung to a line from a helicopter for a pull through the air to safety. (Story on page 283.)



nia  
ing  
r to





The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and other interested parties. Wide circulation is desirable, but due to the limited number of copies available distribution is necessarily restricted.

**PLEASE PASS THIS COPY ALONG WHEN YOU  
HAVE FINISHED WITH IT**

---

Distribution (SDL No. 41) :

A : a, b, c, d (5 ea) ; e, f, l (3 ea) ; remainder (1 ea).

B : c (14 ea) ; f, g (7 ea) ; e, h, i, l (5 ea) ; j (3 ea) ; d, k (2 ea) ; remainder (1 ea).

C : e, d (3 ea) ; remainder (1 ea).

D : all (1 ea).

List 118 (Foreign).

# Save for Your Independence



## U.S. SAVINGS BONDS

*Public Library*  
*Detroit, Mich.*

JUN 16 1950

